

GREAT DRYDOCK AT PEARL HARBOR TO BE FINISHED SOON

Will Be Completed in June and Will Be Available for War Work By Next Fall

MANY DIFFICULTIES HAVE BEEN MASTERED

No Ceremony Will Mark Initial Use of the Structure That Is Part of Big Naval Base

In June of this year America's greatest drydock will be completed at Pearl Harbor, and available for war work in the early fall.

The great basin, which has been years in building, under conditions which required the highest engineering efficiency, is rapidly approaching completion under the present concrete-block plan, and will be finished in contract time, marking one of the greatest achievements of the Navy Department.

After considering setbacks, but always in the progressive stage even when disaster interrupted the work for more than a year, the great dock will be ready this year for the most severe demands that can be made of it.

No Ceremony

No ceremony will mark the opening and closing of the huge caisson gates for the reception of the first war vessel that is to be housed in the great basin. These are war times, and according to a ruling which was made at Washington a year ago, the placing of the dock in commission will merely be to open and use it when ready, and no special observance of the completion of the work will be held. It was proposed some years ago that the completion of the dock should be marked by conspicuous ceremonies, attended by civil, war and naval representatives of many nations, as a parallel achievement to the completion of the Panama Canal, but under war conditions it will be impossible to do so. It will merely be finished, opened and put into operation as a part of the day's work.

Hardly any other government work undertaken in the past ten years except the Panama Canal, has been the object of such bulldog tenacity on the part of the navy department as the Pearl Harbor dock, but the men who started it will finish it and be recorded among the greatest of American civil and naval engineers.

How Plans Followed

The original plans were abandoned a few years ago when it was found that the method of pouring the concrete was faulty. When the dock collapsed and the entire work had to be ripped out and new methods followed, plans were adopted for the making of one great concrete block, floating these out in especially constructed cranes, and then lowering them to the bottom of the dock site, and joining them together under water.

The work under way there now is of the highest engineering type in use anywhere, and has mastered the unusual difficulties that sprang up, difficulties that could not be foreseen in the preliminary borings and tests.

The work on building Pearl Harbor station began about 1890 when preliminary surveys were made for deepening and widening the channel from the open sea and for dredging out the bar at the entrance. This was a long and tedious task, in itself, and involved many years of work, before the actual commencement of work was started on the station proper.

The completion of the dock contemplates the completion of the entire station, to be the most perfect navy yard under the Stars and Stripes.

AMERICAN BOY IS MASTER AVIATOR

Dare-Devil Flier Only Eighteen Years Old Beats All Others, Says British Officer

"A Yankee boy, eighteen years of age, now training in a Canadian aviation station, will be the trump ace aviator in the world," said a British army officer who passed through Honolulu a few days ago.

The officer, who has been with the aviators in Flanders and has seen hundreds and thousands of airplanes passing over both armies and has seen air battles by the score and picked up dead and wounded airmen of both armies, passed through Canada and stopped at one of the flying stations. It was there that he saw the American youth in training, but in his opinion the boy was a veteran, and a master of the airplane.

"In fact, he was a super master, if that gives you an idea of the absolute control he had of his machine," said the officer. "Art Smith and Beechy, predecessors of the war today's aviators, were wonderful aerialists in their wonderful way. I have seen battles in the air where the loop, the loop, the straight-down drop, and every known form of handling a machine under the most adverse conditions was necessary, but this Yankee boy beat them all. He was dare-devil and almost devil himself in the way he handled his machine."

"That boy will never be captured unless he happens to be sound asleep or drops dead within the German lines."

FIRE AT WAIKAE

A fire from Hilo received Saturday night of an early morning fire at Waikae. It is reported to have started at three o'clock Saturday morning and to have occasioned damages to the amount of about \$8000, chiefly to property of P. C. Beamer.

British Recruiting Does Not Brand Anyone a Slacker

Secretary of Committee, With Approval of British Consul, Corrects Some Misunderstandings Which Have Been Put Into Circulation

British residents who cannot, for sufficient reasons, answer the call of the British recruiters in Hawaii are not going to be regarded as slackers by their fellow-countrymen. Provided their reasons for staying in the Islands are good reasons, as good or better than the reasons whereby Americans of draft age are to be exempted, there will be no cause to cast aspersions upon either their loyalty to their flag or upon their bravery.

This is made plain in a statement made to The Advertiser last night by J. Hay Wilson, secretary of the British recruiting committee, a statement made with the approval of the British consul. This statement is:

Removes Misunderstanding

Editor Advertiser.—I am requested by H. B. M. Consul and the British Recruiting Committee to explain several matters regarding which a considerable amount of misunderstanding seems to exist in connection with the recruiting of British subjects.

The British Club has no part in the recruiting movement beyond having kindly allowed the recruiting committee office room.

The recruiting committee is acting under the direct authority of the British Recruiting Mission Headquarters at New York.

Its function is to enroll as man-volunteers as possible for active service (American citizens barred) with the British and Canadian armies.

There is nothing of the nature of a conscription involved in this as the sole aim is to engage and facilitate the departure of those who feel that the answer to the summons.

Those who feel that the necessary business reasons feel that they must remain in the Territory and those whose responsibilities are such that they feel they cannot leave, are not expected to do so.

It has become necessary that this should be clearly understood so that any British citizen under 45 remaining here might be looked upon as a "slacker," a term of opprobrium which is entirely uncalled for and the employment of which the recruiting committee strongly resents.

It is not desired by it clearly understood to cripple any useful business undertaking by enticing men away who are urgently needed in their present positions.

The main purpose of the present recruitment of recruiting is to gather in amongst others, those who had declared their intention of volunteering before the cessation of the campaign last October and who are for the most part young unmarried men who feel that they can be spared. Those who consider that although physically eligible they are entitled to exemption should state the particular grounds for their claim, to the British consul, through the recruiting committee.

Yours truly,
J. HAY WILSON,
Secretary, British Recruiting Committee.

Honolulu, January 12.

NEW SHIP CONTRACTS MAY CURTAIL CARGO SPACE FROM ORIENT

Although it was generally believed shipping circles that cargo space to Japan and China would be seriously curtailed after the first of the year under the contemplated action of the J. D. Spreckels & Bros. Co. in eliminating the Oriental ports in order to handle the heavy freight that is developing in Java, there is no sign of any action of this nature having been taken by the Dutch lines as yet.

It was announced by Robert Kilby general freight agent in San Francisco for the Nederland Royal Mail, the Rotterdam Royal Mail and Java Pacific lines, that in the event the newer arrangements materialized, these companies would still continue to call at Chinese and Japanese ports in order to accommodate passengers but it was a certainty that freight would be eliminated.

New contracts between the Dutch government and ship owners were to become effective on the first of the year, it was said, and this may have a bearing on the situation. These are said to give the governmental authorities broad powers over cargoes originating in Java as well as in the United States.

Thermit Used In Ruining the Pommern

Illustrations have been issued by the Department of Public Information showing how the German crews of interned merchant ships destroyed the engines of the steamers on the third day of February, 1917, when diplomatic relations were severed. One illustration shows the condition of the boilers of the Pommern, which was interned in Honolulu harbor almost from the beginning of the war until it was taken over by the United States authorities on February 4. The crew melted down the boiler by "dry firing," and the government alleges that "thermit" was probably used to intensify the heat. The Pommern was renamed the Rapahannock, and is now in United States service.

JAPANESE AVOID CANADIAN SERVICE

Naturalized Citizens Return To Japan Rather Than Take Chances With Conscription

To escape conscription in Canada, 150 Japanese, naturalized citizens of the American dominion, have returned to Japan on a Canadian Pacific liner which arrived in Tokyo about the middle of December, according to a recent issue of the Japan Advertiser. They are the first of many Japanese serving under dual conscription obligations who are expected to return to their homeland.

Says the Japan Advertiser: "Many Japanese have become naturalized in Canada because they expected to receive better considerations in business and general living conditions. The party of Japanese disembarking from the Canadian Pacific liner aroused considerable interest on the Yokohama pier, partly because usually but few Japanese return to Japan by way of Vancouver and also because these Japanese were well dressed, wore jewelry and were even described as of nautical appearance. Many of them are well to do, having made large profits in the fishing business along the Canadian coast."

"Mr. Shintaro Shiozaki, president of Shiozaki & Co., an old Japanese establishment in Vancouver, who returned home after twenty years' residence in Canada state that there are about 3000 Japanese who are engaged in fishing along the Canadian coasts. Owing to a large demand for salmon and trout because of the war, the fishing industry was very prosperous this year and the price of fish was rapidly increased."

"Mr. Shiozaki states that the price of one salmon which was quoted at six sen prior to the war is now sold at seventy-five sen. He states that the price of trout was also accordingly increased. By working during the fishing season, August, September and October, it is easy for one man to acquire a profit of 2000 yen and many men who worked hard obtained 6000 yen during the season, thus producing many nakikins. Those Japanese who returned to Japan Wednesday returned home because of the conscription in Canada."

"Mr. Shiozaki says that the conscription obligation is liable for all Japanese men, aged between twenty and thirty-five years including those who are exempted from military service."

"Considering the fact that a large number of Japanese are now returning home on account of the conscription law, the capitalists engaged in the fishing industry will feel the move serious, for it has much to do with the future industry in Canada," said Mr. Shiozaki.

"Many more Japanese are expected to return to Japan from Canada, according to previous notices received by other trans-Pacific lines in Yokohama. The conscription measure will be enforced in March."

SILENT AIR MOTOR INVENTED BY ARMY OFFICER FOR LIBERTY

SYRACUSE, New York, December 30.—American aviators soon will be flying over the enemy lines in aeroplanes without possibility of detection, if tests of the invention of Lieut. Edwin L. Shant, of Hornell, prove its worth.

Lieutenant Shant, who is only twenty-one years old, has been summoned to Washington to demonstrate to the war department his noiseless airplane engine.

Tremendous possibilities are seen in his engine since aviators would be enabled to carry out their spying expeditions at night without danger of being heard. Lieut. Shant claims his invention has already been given a thorough test on Curtiss aeroplanes, and it was officials of this company who called the attention of the war department to the device.

ISLAND OF TAHITI IS SHORT OF MEN

SAN FRANCISCO, December 30.—Tahiti, the palm-shaded island of the South Seas, has sent all her young men to the war. And when a result, many dusky maidens walk the moonlit beaches with sadness in their hearts.

So says Countess L. Cassian of the island port, and now in this city. Tahiti's contingent in France, according to the Countess, is approximately 1000 young men. The change in climate has proved hard on these fighters, she said, many of them having suffered amputations made necessary by frost bite.

WINSLOW OWNERS BELIEVE HER LOST

Has Made Several Trips To This Port and Was Long In Lumber Trade

The George E. Billings Company, managing owners of the schooner Winslow, have given up all hope of again hearing from that vessel, according to recent mail advice from San Francisco.

The vessel sailed from Sydney on May 20 last year for Apia, to load a cargo of copra for San Francisco and has not been heard of since. She was at one time thought to have been sunk by the German commerce raider Seeadler, but this theory has been abandoned, as the masters of the schooner R. C. Shide, Magin and A. B. Johnson say the Germans on the Seeadler said nothing about the Winslow.

The Winslow was built at Port Blakely in 1899, being 496 tons net register, 170.4 feet long, 37.6 feet beam and 12.8 feet depth of hold, with a lumber-carrying capacity of about 750,000 feet.

The command of Capt. R. D. Trudgett and carried a crew of ten men. She made several calls at this port during the early part of last year, and was one of the vessels in the Pacific Northwest lumber-carrying trade.

MARY E. FOSTER FIGURES IN LIBEL

Want \$7500 For Picking Up Schooner Said To Have Been Flying Distress Signal

The schooner Mary E. Foster, owned by the Puget Sound Commercial Company and others, was libeled for \$7500 in a suit filed recently in San Francisco federal district court by the Provident Security Corporation, Adolph Ottinger, Samuel Abrams, Bruce Fair, A. A. Moran and the firm of Fair & Moran acting for the officers and crew of the steamer Daisy Freeman, according to recent mail advice.

The complaint, it is said, asserts that the Daisy Freeman, Capt. G. E. Faglund, found the Mary E. Foster, laden with 1,000,000 feet of lumber, flying the distress signal on November 6. The vessel was picked up by the Daisy Freeman six miles off a rock shore, according to the complaint, and towed into Port Townsend. The amount sued for is claimed as salvage.

MODERN LINER FOR PACIFIC MAIL CO.

Largest German Boat Seized In Pacific Going To San Francisco Under Charter

The Mattoiki formerly the Prinzessin Alice, the largest German vessel to be seized in Pacific waters, is to leave Manila for the run to San Francisco under charter to the Pacific Mail, according to the Daily Journal of Commerce of San Francisco.

This vessel has all of the modern improvements of trans-Pacific liners and was one of the finest vessels on the Orient-Hamburg run. Her accommodations provide for 270 first class, 200 second class and 1200 steerage passengers and 9000 tons of cargo. Captain Charles E. Stewart will command her and Al Nolan will act as purser. The Prinzessin Alice was at Manila at the time war was declared.

SAYS SAILING CRAFT THAT MEET U-BOATS NEVER COME BACK

Capt. William Ward of the schooner Frontenac of Rockland, Maine, returned to New York recently from a successful voyage to Italy, says a press despatch. When asked by a neighbor if he saw any German U-boats, Captain Ward replied: "Nary a one. And say! Let me tell you something. If any captain of a sailing vessel tells you that he saw a German submarine and came back in his own vessel to tell about it, he's kidding you. Sailing craft that meet German submarines don't come back."

SPORTS MAIL TO WITNESS SOME BIG TENNIS

Champions and Near-champions To Play On Puunene Courts Early In February

Maui will quite likely witness some classy tennis early in February, if the plans of D. C. Lindsay can be successfully worked out, says the Maui News, Waikuku, of January 11. Al Castle, who is now on the coast, has been working on the general features of a plan for a visit to the Islands of some of the best racketeers, and at the request of Mr. Lindsay, Maui is to be considered in making up the itinerary of the players.

Two of the noted American players selected are Miss Mollie Bjursted and Miss Mary Brown, the former in the championship class and the latter a class second. The men's doubles champions of California will also be here.

The tournament will take place on the Puunene courts, and the dates will be February 9, 10 and 11. Al Castle and W. H. Hoogs Jr., will accompany the visitors from Honolulu and will, also, play.

In addition to the scheduled program, there will be ladies' exhibition games.

The regular schedule will probably include mixed doubles and two gentlemen doubles.

In event of Miss Bjursted not being able to come, Mr. and Mrs. Thomas Bundy will be here and the latter will take her place. (Mrs. Bundy, it will be remembered, was May Sutton, champion.)

This program will form the biggest tennis event of the year.

GIANTS DEFEAT BEAUS IN FIRST PAIA GAME

Central Maui League Opens Under Auspicious Circumstances

The first games in the Paia Winter Baseball League Series were played at Paia last Sunday afternoon, and attracted a very large crowd of enthusiastic fans, says the Maui News, Waikuku, of January 11. There were no charges for admission.

Father Francis was in general charge, and threw the first ball over the plate. F. P. Rosecrans was to have caught, but was not able to be present at the time, so Sam Kaleo took his place. Henry Robinson swung the willow.

The first game was between the Filipino and All-Japanese teams and was quite sharply contested, although a trifle one-sided. The score at the end was seven to one in favor of the Japanese.

The big game of the day was between Medeiros' Beaus and the Giants. This was quite exciting. Dutra, of Waikuku, pitched for the Beaus until the last inning when he was obliged to retire. The score was then tied three to three. A new pitcher was put in, and the Giants found him for two runs, giving them the game, the score being five to three.

The start of the series was very promising and undoubtedly great interest will be taken in it. The contest is for a silver cup being put up by the Paia Stars.

WINNERS OF BAYONET CONTEST GET MEDALS

Last Friday afternoon, at five o'clock and after Brig. Gen. John P. Wisner, Department Commander, U. S. A., had reviewed the Second Infantry at Fort Shafter, there was an interesting little ceremony that brought pleasure to quite a number of the soldier boys at the post.

This was when the company winners in the recent bayonet fencing contest were presented with their gold medals, twelve of these being awarded, one to the winner of the contest in each company. In presenting these medals, General Wisner spoke of the fine work accomplished both by the individual companies and by the whole regiment as shown in the recent contest. He commended all for the proficiency they have attained in the use of the bayonet and said that he had made special mention of this fact in his report to the war department in Washington, D. C.

One side of the coveted gold medal bears a coat of arms with crossed rifles, while the reverse contains the name and date of the contest.

The winners who were presented with the mark of merit of their work were Pvt. Grady Rudisill, Company A; Pvt. Arthur Carpenter, Company B; Pvt. Burton D. Allen, Company C; Pvt. Durward F. Burch, Company D; Sgt. Harvey H. Walton, Company E; Pvt. Edward Phelps, Company F; Pvt. Lee Reed, Company G; Pvt. James Rathbone, Company H; Pvt. Edward Butler, Company I; Sgt. Sidney R. Ferguson, Company K; Sgt. John O. Keeling, Company L, and Sgt. Charles Caldwell, Company M.

PORTLAND WINS AT HOCKEY

PORTLAND, Oregon, December 29.—Portland took the opening game of the ice hockey season here last night from Vancouver, 4 to 2. A large crowd witnessed the game, which was marred somewhat by a heavy fog that hung over the ice floor.

GRIFFITHS-DOWNEY DRAW
AKRON, Ohio, January 1.—Johnny Griffiths and Bryan Downey fought a terrific twelve round draw here this afternoon. Both men were badly up at the end of the battle.

OFFICIAL TIMES IN HILO-VOLCANO RUN

Interesting Data Given of First Big Island Marathon, Worth Keeping in Mind

How the teams ran, with the time of each relay man at each post in the recent Volcano Hilo relay race is told below, the official figures being received from Hilo yesterday. This will be interesting data to keep for reference and comparison with the time to be made in the next big island marathon, which will be run early next year.

THE WINNERS: Kilanua Seniors. Hilo. Time, 3:06:31. Members of the team: C. Carter, A. F. Helbush, L. Machado, M. Forbes, Dewey Hattie, E. B. Costa.

SECOND TEAM: Mills School, Honolulu. Time, 3:07:33. Members: Chun Lee Puck, T. Teregawa, Lam Ho, T. Ishimura, Chun Ah Chung, Edward Ha.

THIRD TEAM: Japanese, Honolulu. Time, 3:22:01. Members: T. Shirai, K. Suzuki, M. Kano, M. Matsumoto, M. Uemura, K. Suzuki.

FOURTH TEAM: Kilanua Juniors. Time, 3:23:31. Members: S. Matsumoto, S. Makimura, John Cabrinhia, A. Carter, Chu Fook Tang, W. Carter.

FIFTH TEAM: Service. Time, 3:20:25. Members: B. Shannon, J. T. Benefield, J. T. Wade, J. F. Henderson, F. Souza, F. J. Quinn.

SIXTH TEAM: Pan Pacific, Honolulu. Failed to finish. Members failing out in the third leg. Members of the team: Peter Wright, G. Hawkins, J. W. Smith, Joe Stickney, Stanley Carey, Walter J. Scott.

How the teams stood and their times at the different relay posts:

FIVE MILE POST—G. L. Machado, Kilanua Seniors, first; time, 20:05. Chun Lee Puck, Mills, second; 20:08. A. Carter, Kilanua Seniors, third; 21:20. Peter Wright, Pan Pacific, fourth; 21:29. B. Shannon, Service, and T. Shirai, Japanese, tied for fifth place; 22:15. Machado leading the field by 300 yards.

TEN-MILE POST—A. F. Helbush, Kilanua Seniors, first; time, 39:02. Teregawa, Mills School, second; 39:25. Chu Fook Tang, Kilanua Seniors, third; 1:03:07. G. Hawkins, Pan Pacific, fourth; 1:03:17. K. Suzuki, Japanese, fifth; 1:03:55. J. T. Benefield, Service, sixth; 1:09:15. Helbush leading by a quarter of a mile.

FIFTEEN-MILE POST—M. Forbes, Kilanua Seniors, first; time, 1:20:37. Lam Ho, Mills School, second; 1:31:20. W. Carter, Kilanua Seniors, third; 1:34:20. J. W. Smith, Pan Pacific, fell and dropped out. M. Kano, Japanese, fourth; 1:35:25. J. T. Wade, Service, fifth; 1:45:14.

TWENTY-MILE POST—Dewey Hattie, Kilanua Seniors, first; time, 2:02:35. T. Ishimura, Mills, second; 2:03:45. S. Matsumoto, Kilanua Seniors, third; 2:09:23. M. Matsumoto, Japanese, fourth; 2:10:32. J. F. Henderson, Service, fifth; 2:17:45. Ishimura gained on the Kilanua Seniors in this leg, but Hattie finished with a comfortable lead.

TWENTY-FIVE MILE POST—E. B. Costa, Kilanua Seniors, first; time, 2:35:21. Chun Ah Chung, Mills, second; 2:36:32. M. Uemura, Japanese, third; 2:45:56. S. Makimura, Kilanua Seniors, fourth; 2:46:02. F. Souza, Service, fifth; 2:54:09. In this lap Uemura of the Japanese outran Makimura of the Kilanua Seniors, and landed his team in third place. Chun Ah Chung, for Mills, continued to gain on the leading, but Costa still had a safe margin.

THE FINISH—J. G. Carter, Kilanua Seniors, winner. Time for the full distance, 31 miles, 3:06:31. Edward Ha, Mills, second; 3:07:33. K. Suzuki, Japanese, third; 3:22:01. John Cabrinhia, Kilanua Seniors, fourth; 3:23:31. F. J. Quinn, Service, fifth; 3:20:25.

STARTER—Owen Merrick; official timekeepers—E. S. Elmore, J. C. Foss and Mr. Gibbons. Judges—Judge Clem K. Quinn, Samuel Woods and J. R. Zimmerman.

TIGERS AND GIANTS WILL NOT MEET NOW

DETROIT, December 23.—The failure of the Detroit Americans to share the spring training trip with the New York National Club next year is said to be due to an open break between Ty Cobb and Charles Herzog in a Dallas (Texas) hotel last year, at which time the Detroit outfielder and the Giant infielder clashed in a fist encounter. It is understood here that no definite arrangements have been made relative to the spring training trip for the Tigers in 1918.

SOLDIERS WILL REFORM

JERSEY CITY, December 29.—A big athletic carnival with boxing and wrestling events interspersed with hand-grenade throwing, trench races and tug-of-war will be held here January 25 and 26. Soldiers from Camp Funston, Kansas, and Camp Dodge, Iowa, will participate.

GILBERT WHIPS REAGAN

OGDEN, Utah, December 29.—Pat Gilbert of Salt Lake City won the lightweight championship of the West here last night by out-boxing Jimmie Reagan of St. Louis for twenty rounds.

PASKERT TRADED TO CUBS FOR CY WILLIAMS

FITCHBURG, Massachusetts, December 30.—Manager Moran of the Philadelphia National League team announced today that George H. Paskert, Philadelphia center fielder, had been traded for "Cy" Williams, center fielder of the Chicago National League Club.

WOLFE-ERTLE REMATCHED

CLEVELAND, December 29.—Jack Wolfe of Cleveland and Johnny Ertle of St. Paul, bantam-weights, have been rematched to box ten rounds here January 23 or 24.

TWO CHAMPIONS HAVE BORNE CHARMED LIVES

Carpenter and Jenkins Have Served in War Since 1914

Although a multitude of great athletes wearing British or French uniforms have fallen, there are still a few notable left.

Two champions went to the front back in August, 1914, and have been there ever since, having balked death for more than three years. One of these is Larry Jenkins, golf champion of Great Britain. The other is Georges Carpentier, the French boxing champion.

They remain among the few survivors of that first allied army, two of the most notable who have escaped. Jenkins won the amateur championship the year that America sent Travis, Quimet and Francis to Sandwich, in one of the greatest international fields ever gathered.

He sank his winning putt on the thirty-fifth green in late May. In early August he was wearing khaki, ready to start for France.

Carpentier was just at the height of his glory and the idol of every Frenchman when the war started. He didn't hesitate, waiting to box a few more bouts, in order to leave his family well provided for, but hurried to the front, and has been there ever since.

His wife and the idol of every Frenchman when the war started. He didn't hesitate, waiting to box a few more bouts, in order to leave his family well provided for, but hurried to the front, and has been there ever since.

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